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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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[REDACTED]

The attached report concerning Hungarian airfields.

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Enclosures:

- (A) Töröl Airfield (1 page)
- (B) Sárköt Pussta Airfield (1 page)
- (C) Alag Airfield (2 pages)

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Hungary
Tóthl Airfield

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1. This airfield has been known by several different names. Until the end of the last war it was called the Northlight Airfield. Later it was called the Tóthl-Szigetzentakids Airfield, because it lies between these two places. It is also sometimes referred to in Hungary as the Adylight Airfield, since the Communists changed the former name of the place Northlight to Adylight.
2. Until the end of the war, this was the site of the most modern airplane factory in Hungary, the "Duna" factory. This became the Ceepel automobile factory, where trucks for the Hungarian army are now manufactured.
3. The actual location of the airfield is between the road to Budapest and the local railway line. The field is 1,800 by 2,100 meters in size. It has a concrete runway, 1,800 meters long and 60 meters wide. The runway lies northwest-southeast. The field is equipped with lights and reflectors. Night flying is possible without difficulty.
4. Buildings at the field are: headquarters building; seven several-story barracks for troops; a repair shop, and four hangars, each 35 by 80 meters. Old planes of the former airplane factory have been reassembled in two of the hangars, and airplane repairs are carried out there.
5. The field is occupied by a Soviet jet fighter wing with MIG-15 machines. There are no Hungarian air units, but Hungarian pilots are trained here by the Russians in flying jet fighters. The field is strongly guarded.

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Hungary

Airfield at Jikátor Pusztá

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An airfield is being built southeast of Alag, southwest of Pót, west of Mogyoród and northeast of Rákospalota, in the Budapest neighborhood. The ground is being leveled, and barracks are being built in the southwestern part of the area. Three four-story barracks, only partly completed, are visible from the highway. No hangars have yet been built. Workmen employed at the field say they hear that it is to be one of the most up-to-date and largest military airfields in Hungary; even larger than the commercial airfield at Ferihegy. The field is to be completed by the fall of 1953.

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- (C)
1. The Alag Airfield was built by the Hungarian Communist Government. The old race-track was confiscated by the War Ministry and converted into a small airfield in 1950, for the better defense of the capital. The field lies between the localities of Budaörs and Alag, bordering on the Budapest-Váda and Budapest-Pécs railway lines, and the Pécs-Budaörs highway. The field is surrounded by meadows, so that it can be enlarged beyond the bounds of the former race-track without difficulty. The ground is grassy and has been smoothed by river pebbles. Artificial drainage is not necessary. The prevailing winds are from the north. There are no obstacles to flying.
 2. The following buildings are visible at the field: a wooden barracks, enclosed by a barbed wire fence, which houses the offices of the airfield command and contains living quarters; a wooden hangar, 20 by 30 meters; a wooden hangar, 20 by 25 meters. The field has no radio, weather or radar stations. There are no fuel tanks; air-planes are fueled directly from drums. There is no ammunition magazine. No building activity is going on at the present time.
 3. The runway is grass-green, not concreted. It is 1,500 meters long, and lies northeast-southwest. There are no concrete taxi strips, and the field is not lighted.
 4. There are no Soviet air units at the field. It is reported that three Hungarian fighter units with IAK-9 planes were formerly stationed here for some time, but they were transferred several months ago; where, is not known. The field is used at present by training formations of the National Flying Association (NEMK). About 100 students are being trained at the present time, chosen from the membership of the youth organization HEM and from the League of Fighters for Freedom (HIMK). The candidates wear the uniforms of their organizations, but at the field they wear overalls as working clothes.

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5. A training unit has two sections: glider flying and power flying. The instructors are officers and noncommissioned officers of the Hungarian Air Force. Power flying instruction is given in two-seater training craft. Glider students are towed with their planes by a cable winch in ground training, before being advanced to training craft.
6. The training unit has a plane park of 12 Hungarian gliders, and 14 Bucker-Bestmann and UT-2 machines.

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